

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

77

Pulaski County
Town of Pulaski
Town of Dublin

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

















Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Pulaski Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
	2.68	Combined Traffic: 38000	G	From:	Wythe County Line					F	0.070	F	0.522	38000	G		
				To:	See I-81 for directional traffic volume estimates for this segment.												
	3.89	3100	G	From:	SR 100					C	0.095	F	0.522	3100	G	2003	
				To:	I-81 South of Pulaski												
				From:	SCL Pulaski					F	0.092	F	0.647	3800	G	2003	
				To:	2nd St												
	Washington St	0.30	5800	G	From:	2nd St					C	0.087	F	0.633	6300	G	2003
					To:	Main St											
	Washington Ave	0.22	5300	G	From:	Main St					F	0.098	F	0.627	5800	G	2003
					To:	5th St											
	5th Street	0.20	8200	G	From:	Washington Ave					F	0.087	F	0.51	8900	G	2003
					To:	Lee Hwy											
	Lee Hwy	0.84	12000	G	From:	5th St					C	0.089	F	0.549	13000	G	2003
					To:	Alum Spring Rd											
	Lee Hwy	1.60	12000	G	From:	Alum Spring Rd					F	0.09	F	0.509	13000	G	2003
					To:	ECL Pulaski											
Pulaski County																	
	2.49	15000	G	From:	ECL Pulaski					F	0.083	F	0.555	15000	G	2003	
				To:	77-643												
	1.53	15000	G	From:	77-643					F	0.084	F	0.546	15000	G	2003	
				To:	WCL Dublin												
Town of Dublin																	
	0.16	15000	N	From:	WCL Dublin					N	0.084	N	0.546	15000	N	2003	
				To:	SR 100												
	0.97	15000	G	From:	SR 100					F	0.091	F	0.510	17000	G	2003	
				To:	ECL Dublin												
Pulaski County																	
	1.19	15000	N	From:	ECL Dublin					N	0.091	N	0.510	17000	N	2003	
				To:	77-1085												
	2.68	13000	A	From:	77-1085					C	0.104	A	0.65	14000	A	2003	
				To:	77-747 East of Dublin												
	1.99	16000	G	From:	77-747 East of Dublin					C	0.093	F	0.541	18000	G	2003	
				To:	SR 114 West of Radford												
	0.29	21000	G	From:	SR 114 West of Radford					F	0.088	F	0.595	22000	G	2003	
				To:	77-600 West of Radford												
	0.46	25000	G	From:	77-600 West of Radford					C	0.087	F	0.524	26000	G	2003	
				To:	Montgomery County Line												
North																	
	2.68	19000	G	From:	Wythe County Line					F	0.082	F		19000	G	2003	
				To:	Combined Traffic: 38000												
	0.14	22000	N	From:	US 11					N	0.104	N		21000	N	2003	
				To:	Combined Traffic: 40000												
			N	From:	SR 100					N	0.080	N	0.68	40000	N		
				To:													

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							2Axle	3+Axle	1Trail	2Trail								
Pulaski County																		
				From:	SR 100													
		2.11	22000	G	72%	1%	1%	1%	24%	2%	F	0.104	F		21000	G	2003	
	Combined Traffic:		40000	G	72%	1%	1%	1%	24%	2%	F	0.080	F	0.68	40000	G		
				To: From:	FR-47 S INT													
		1.67	18000	G	72%	1%	1%	1%	24%	2%	F	0.101	F		18000	G	2003	
	Combined Traffic:		37000	G	72%	1%	1%	1%	24%	2%	F	0.078	F	0.594	37000	G		
				To: From:	SR 99													
		4.35	20000	G	72%	1%	1%	1%	24%	2%	F	0.071	F		20000	G	2003	
	Combined Traffic:		39000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.527	39000	G		
				To: From:	SR 100													
		2.59	23000	G	72%	1%	1%	1%	24%	2%	F	0.069	F		23000	G	2003	
	Combined Traffic:		45000	G	72%	1%	1%	1%	24%	2%	F	NA			44000	G		
				To: From:	77-660													
		4.00	20000	F	72%	1%	1%	1%	24%	2%	F	0.079	F		20000	F	2003	
	Combined Traffic:		41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	G		
				To: From:	Montgomery County Line													
		2.71	19000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		19000	G	2003	
	Combined Traffic:		38000	G	72%	1%	1%	1%	24%	2%	F	NA			38000	G		
				To: From:	US 11													
		2.77	19000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		19000	G	2003	
	Combined Traffic:		40000	G	72%	1%	1%	1%	24%	2%	F	NA			40000	G		
				To: From:	Connector Road F-327													
		1.91	19000	G	73%	1%	1%	1%	23%	2%	F	0.08	F		19000	G	2003	
	Combined Traffic:		37000	G	72%	1%	1%	1%	24%	2%	F	NA			37000	G		
				To: From:	SR 99													
		4.39	19000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		19000	G	2003	
	Combined Traffic:		39000	G	72%	1%	1%	1%	24%	2%	F	NA			39000	G		
				To: From:	SR 100													
		2.40	22000	G	73%	1%	1%	1%	23%	2%	F	0.073	F		22000	G	2003	
	Combined Traffic:		45000	G	72%	1%	1%	1%	24%	2%	F	NA			44000	G		
				To: From:	77-660													
		3.62	21000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		21000	G	2003	
	Combined Traffic:		41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	G		
				To: From:	Montgomery County Line													
	Town of Pulaski																	
	Randolph Ave	0.68	1600	G	From:	NCL Pulaski												
				98%	1%	1%	0%	1%	0%	F	0.1	F	0.582	1700	G	2003		
	Randolph Ave	0.47	3600	G	From:	9th St												
				98%	1%	1%	0%	1%	0%	C	0.088	F	0.501	3900	G	2003		
	Randolph Ave	0.08	4000	G	From:	3Rd St												
				98%	1%	1%	0%	1%	0%	F	0.083	F	0.724	4300	G	2003		
	Main Street	0.20	1900	G	To: From:	Main St Randolph Ave												
				98%	0%	1%	0%	1%	0%	F	0.084	F	0.887	2000	G	2003		
	Combined Traffic:		3700	G	98%	0%	0%	0%	1%	0%	F	NA			4000	G		
	Main Street	0.32	3900	G	To: From:	Washington Ave												
				98%	0%	1%	0%	1%	0%	C	0.103	F	0.649	4200	G	2003		
	Combined Traffic:		7900	G	98%	0%	0%	0%	1%	0%	C	NA			8600	G		
				To: From:	3Rd St													

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						2Axle	3+Axle	1Trail	2Trail								
Town of Pulaski																	
99	Main Street	1.10	13000	G	From:	3Rd St				C	0.095	F	0.501	14000	G	2003	
					To:	Bob White Blvd											
99	Main Street	1.00	7300	G	From:	ECL Pulaski				F	0.083	F	0.658	7900	G	2003	
					To:	ECL Pulaski											
Pulaski County																	
99		1.35	7300	G	From:	ECL Pulaski				C	0.092	F	0.607	7400	G	2003	
					To:	I-81 & RT F047											
Town of Pulaski																	
99	3rd Street	0.25	1800	G	From:	SR 99 Randolph Ave				F	0.088	F	0.849	2000	G	2003	
					Combined Traffic:	3700	G	98%	0%								0%
99		0.34	4000	G	From:	US 11 Washington Ave				C	0.095	F		4300	G	2003	
					Combined Traffic:	7900	G	98%	0%								0%
Pulaski County																	
100		3.91	3600	G	From:	Wythe County Line				F	0.092	F	0.718	3600	G	2003	
					To:	I-81 West of Draper											
100	81	2.11	40000	G	See I-81 for directional traffic volume estimates for this segment.											40000	G
Combined Traffic:					72%	1%	1%	1%	24%	2%	F	0.080	F	0.68			
100	81	1.67	37000	G	From:	RT F-47 S INT				F	0.078	F	0.594	37000	G		
					Combined Traffic:			72%	1%								1%
100	81	4.35	39000	G	From:	RT F-47 M INT & SR 99 INT				F	0.074	F	0.527	39000	G		
					Combined Traffic:			72%	1%								1%
100		0.84	14000	A	From:	FR 47				C	0.102	A	0.522	16000	A	2003	
					To:	I-81											
100		0.21	17000	G	From:	77-682 South of Dublin				F	0.090	F	0.568	18000	G	2003	
					To:	SCL Dublin											
Town of Dublin																	
100		0.51	17000	N	From:	SCL Dublin				N	0.090	N	0.568	18000	N	2003	
					To:	US 11 Dublin											
100		0.21	5300	G	From:	NCL Dublin				C	0.095	N	0.665	5700	G	2003	
					To:	NCL Dublin											
Pulaski County																	
100	Clebone Rd	4.16	5800	F	From:	NCL Dublin				C	0.095	F	0.665	6300	F	2003	
					To:	77-627											
100		3.79	4900	G	From:	Giles County Line				F	0.097	F	0.75	5000	G	2003	
					To:	Giles County Line											
114		0.37	20000	G	From:	US 11 West of Radford				F	0.086	F	0.63	22000	G	2003	
					To:	77-600 Fairlawn											
114		1.90	19000	G	From:	Montgomery County Line				C	0.084	F	0.545	19000	G	2003	
					To:	Montgomery County Line											
600		0.47	4800	G	From:	US 11				C	0.089	F	0.922	4900	G	2003	
					To:	SR 114											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
600	1.22	3400	A	From:	SR 114				C	0.108	A	0.599	3600	A	2003	
				To:												
600	1.58	2200	G	From:	77-623				F	0.089	F	0.620	2200	G	2003	
				To:												
600	2.28	2000	G	From:	77-627				F	0.09	F	0.632	2000	G	2003	
				To:												
600	1.98	250	R	From:	77-606					NA			NA		03/13/2002	
				To:												
600	0.04	90	R	From:	1.98 MN 77-606					NA			NA		03/13/2002	
				To:												
600	1.30	40	R	From:	77-602					NA			NA		03/13/2002	
				To:												
601	2.40	160	R	From:	Bland County Line					NA			NA		1999	
				To:												
601	5.32	100	R	From:	77-738 SOUTH					NA			NA		1995	
				To:	77-738 NORTH											
601	1.10	150	R	From:	5.32 ME 77-738 NORTH					NA			NA		1999	
				To:												
601	5.60	350	R	From:	77-643					NA			NA		1999	
				To:												
602	0.70	50	R	From:	Dead End					NA			NA		03/13/2002	
				To:	77-600											
603	1.45	250	R	From:	Cul-de-Sac					NA			NA		1999	
				To:												
603	0.44	40	R	From:	77-672 East					NA			NA		1999	
				To:	77-672 West											
604	0.56	60	R	From:	77-621					NA			NA		03/11/2002	
				To:	77-621											
605	1.62	340	G	From:	77-693				F	0.115	F	0.511	350	G	2003	
				To:	77-619 EAST											
605	3.54	550	G	From:	99% 0% 0% 0% 0% 0%				C	0.097	F	0.684	560	G	2003	
				To:												
605	1.83	1200	G	From:	77-664				F	0.091	F	0.692	1200	G	2003	
				To:												
605	0.41	2200	G	From:	77-690 NORTH				C	0.09	F	0.654	2200	G	2003	
				To:	Montgomery County Line											
606	0.25	70	G	From:	Dead End				F	0.177	F	0.615	70	G	2003	
				To:												
606	1.40	450	G	From:	77-830				F	0.106	F	0.657	460	G	2003	
				To:												
606	0.20	850	G	From:	77-687				C	0.096	F	0.573	870	G	2003	
				To:	77-600											
607	0.60	80	R	From:	Wythe County Line					NA			NA		02/21/2002	
				To:	77-608											

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2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Pulaski Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
607	1.86	370	G	From:	77-608				C	0.088	F	0.611	380	G	2003	
				To:	77-752											
607	0.11	350	G	From:	66-693				F	0.087	F	0.629	360	G	2003	
				To:												
608	0.70	110	R	From:	Wythe County Line					NA			NA		1999	
				To:	77-607											
609	1.23	80	R	From:	Wythe County Line					NA			NA		02/21/2002	
				To:	SR 100 SOUTH											
609	1.34	200	R	From:	SR 100 NORTH					NA			NA		1999	
				To:	77-653 WEST											
609	1.80	60	R	From:						NA			NA		1999	
				To:	77-658											
609	1.10	290	R	From:						NA			NA		1999	
				To:	77-653 EAST											
609	0.60	80	R	From:						NA			NA		02/21/2002	
				To:	Dead End											
610	4.10	60	R	From:	Wythe County Line					NA			NA		02/27/2002	
				To:	77-758											
610	1.60	330	R	From:						NA			NA		02/27/2002	
				To:	SCL Pulaski											
611	1.56	5400	G	From:	77-694				C	0.107	F	0.67	5500	G	2003	
				To:	FR-47											
611	1.77	1400	G	From:					F	0.109	F	0.55	1400	G	2003	
				To:	77-1039											
611	1.56	1700	G	From:					F	0.103	F	0.536	1700	G	2003	
				To:	77-660 Claytor Lake State Park Road System											
611	2.97	880	G	From:					F	0.100	F	0.561	890	G	2003	
				To:	77-626											
611	0.56	340	R	From:						NA			NA		1999	
				To:	77-799											
611	0.75	20	R	From:						NA			NA		1999	
				To:	Montgomery County Line											
612	0.40	6	R	From:	Dead End					NA			NA		03/13/2002	
				To:	0.40 ME Dead End											
612	1.00	120	R	From:						NA			NA		03/13/2002	
				To:	77-606											
613	0.46	50	R	From:	77-693					NA			NA		03/07/2002	
				To:	77-619											
613	2.27	100	R	From:						NA			NA		1995	
				To:	2.28 ME 77-619											
613	0.04	100	R	From:						NA			NA		1995	
				To:	77-664											
613	0.04	340	G	From:					C	0.113	F	0.762	350	G	2003	
				To:	Montgomery County Line											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
614	0.70	70	R	From:	77-617						NA		NA		03/13/2002	
				To:	Dead End											
615	0.60	120	R	From:	77-611						NA		NA		1999	
				To:	0.60 MN 77-611											
615	0.45	60	R	From:							NA		NA		03/26/2002	
				To:	Dead End											
616	0.20	20	R	From:	77-600						NA		NA		03/13/2002	
				To:	Dead End											
617	0.08	1100	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.522	1200	G	2003
				To:	US 11											
617	0.90	1300	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.597	1300	G	2003
				To:	77-1062											
617	3.43	630	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.533	640	G	2003
				To:	77-627 EAST											
617	2.50	40	R	From:	77-627 WEST						NA		NA		02/25/2002	
				To:	2.50 MN 77-627											
617	0.30	120	R	From:							NA		NA		03/20/2002	
				To:	77-614											
617	0.24	250	R	From:							NA		NA		03/20/2002	
				To:	77-600											
618	0.25	130	R	From:	77-636						NA		NA		03/05/2002	
				To:	Dead End											
619	3.33	90	R	From:	77-693						NA		NA		1999	
				To:	77-605 WEST											
619	1.00	280	R	From:	77-605 EAST						NA		NA		03/07/2002	
				To:	77-613											
620	1.60	330	R	From:	77-665						NA		NA		03/07/2002	
				To:	Montgomery County Line											
621	0.34	930	R	From:	77-622						NA		NA		03/13/2002	
				To:	77-776											
621	0.50	420	R	From:							NA		NA		03/13/2002	
				To:	77-679											
622	0.47	20	R	From:	Dead End						NA		NA		03/11/2002	
				To:	77-705											
622	0.04	180	R	From:							NA		NA		03/11/2002	
				To:	77-621											
622	0.23	1200	R	From:							NA		NA		03/11/2002	
				To:	77-724											
622	0.03	1700	R	From:							NA		NA		03/11/2002	
				To:	77-685											
622	0.07	1700	R	From:							NA		NA		03/11/2002	
				To:	77-715											
622	0.22	1800	R	From:							NA		NA		03/11/2002	
				To:	77-695											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
623	1.39	960	R	From:	77-600						NA			NA		03/13/2002
				To:	Radford Army Ammo Plant											
623	0.36	30	R	From:							NA			NA		03/13/2002
				To:	0.36 ME of Plant											
623	0.25	30	R	From:							NA			NA		03/13/2002
				To:	Dead End											
624	0.89	1100	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.5	1100	G	2003
				From:	US 11											
624	2.25	1000	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.548	1000	G	2003
				To:	77-600											
625	1.50	450	R	From:	77-627						NA			NA		03/13/2002
				To:	77-624											
626	3.47	1100	G	97%	0%	1%	2%	0%	0%	F	0.099	F	0.689	1100	G	2003
				From:	77-798											
626	0.62	1500	G	97%	0%	1%	2%	0%	0%	C	0.094	F	0.665	1500	G	2003
				To:	US 11											
627	3.80	1000	R	From:	SR 100						NA			NA		02/25/2002
				To:	77-617 EAST											
627	1.67	910	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.6	930	G	2003
				To:	77-600											
628	1.76	50	R	From:	SR 100						NA			NA		02/25/2002
				To:	Jefferson For Bndy											
628	0.44	10	R	From:							NA			NA		02/25/2002
				To:	Dead End											
629	0.20	70	R	From:	77-747						NA			NA		03/28/2002
				To:	0.20 ME 77-747											
629	0.60	40	R	From:							NA			NA		03/28/2002
				To:	Dead End											
630	0.35	550	R	From:	US 11						NA			NA		03/20/2002
				To:	SR 114											
631	0.80	30	R	From:	77-619						NA			NA		03/07/2002
				To:	77-605											
Town of Dublin																
632	0.11	590	R	From:	77-747						NA			NA		03/26/2002
				To:	77-1032											
632	0.06	500	R	From:							NA			NA		03/28/2002
				To:	77-1007											
632	0.12	350	R	From:							NA			NA		03/28/2002
				To:	77-9927											
632	0.02	420	R	From:							NA			NA		03/28/2002
				To:	77-1031											
632	0.06	400	R	From:							NA			NA		03/28/2002
				To:	77-1035											

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-----2Axle 3+Axle 1Trail 2Trail-----																
Town of Dublin																
(632)	0.06	430	R	From:	77-1035						NA			NA		03/28/2002
				To:	77-1038											
(632)	0.05	330	R	From:							NA			NA		03/28/2002
				To:	ECL Dublin											
Pulaski County																
(632)	0.29	310	R	From:	ECL Dublin						NA			NA		03/28/2002
				To:	77-1030											
(633)	0.07	900	R	From:	67-747						NA			NA		03/26/2002
				To:	US 11											
(633)	0.07	750	R	From:							NA			NA		03/20/2002
				To:	ECL Dublin											
Town of Dublin																
(633)	0.03	700	R	From:	ECL Dublin						NA			NA		03/20/2002
				To:	77-1005											
(633)	0.06	700	R	From:							NA			NA		03/20/2002
				To:	NCL Dublin											
Pulaski County																
(633)	0.17	620	R	From:	NCL Dublin						NA			NA		03/20/2002
				To:	77-1018											
(633)	0.06	450	R	From:							NA			NA		03/20/2002
				To:	77-1017											
(633)	0.10	330	R	From:							NA			NA		03/20/2002
				To:	77-1046											
				From:	77-641											
(634)	0.50	10	R	To:	Dead End						NA			NA		02/25/2002
				From:	Dead End											
(635)	0.42	100	R	To:	SCL Dublin						NA			NA		03/20/2002
Town of Dublin																
(635)	0.06	600	R	From:	SCL Dublin						NA			NA		03/20/2002
				To:	SR 100											
(635)	0.05	450	R	From:							NA			NA		03/28/2002
				To:	77-747											
Pulaski County																
(636)	1.51	1100	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.538	1100	G	2003
				To:	77-639 SOUTH											
(636)	1.78	910	G	97%	0%	1%	1%	1%	0%	C	0.1	F	0.51	930	G	2003
				To:	77-744											
(636)	0.63	610	G	97%	0%	1%	1%	1%	0%	F	0.132	F	0.644	620	G	2003
				To:	77-643 SOUTH											
(636)	0.54	220	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.615	220	G	2003
				To:	77-643 NORTH											
(636)	3.01	100	R	From:							NA			NA		03/26/2002
				To:	77-637											
(636)	3.26	770	R	From:							NA			NA		03/20/2002
				To:	SR 100											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
637	0.40	50	R	From:	77-636						NA			NA		02/27/2002
				To:	77-680											
637	0.60	20	R	From:							NA			NA		02/27/2002
				To:	Dead End											
638	0.38	90	R	From:	Dead End						NA			NA		1999
				To:	US 11											
639	0.70	180	R	From:	Dead End						NA			NA		1999
				To:	77-738 NORTH											
639	0.83	1300	R	From:	77-738 SOUTH						NA			NA		03/05/2002
				To:	77-636 SOUTH											
639	1.40	650	R	From:	77-636 NORTH						NA			NA		1999
				To:	77-643											
640	3.60	330	R	From:	77-674						NA			NA		03/05/2002
				To:	77-738 WEST											
640	0.27	150	R	From:	77-738 EAST						NA			NA		1999
				To:	77-646											
640	0.30	40	R	From:							NA			NA		02/27/2002
				To:	Dead End											
641	2.80	100	R	From:	Dead End						NA			NA		02/25/2002
				To:	77-738											
642	0.45	110	R	From:	77-676 WEST						NA			NA		03/28/2002
				To:	77-676 EAST											
643	0.77	1800	G	From:	77-611						0.137	F	0.583	1800	G	2003
				To:	77-1075											
643	0.26	4700	G	From:							0.117	F	0.655	4700	G	2003
				To:	77-683											
643	1.58	7500	R	From:							NA			NA		1999
				To:	US 11 EAST											
643	0.82	2300	G	From:	98%	1%	1%	0%	0%	C	0.091	F	0.654	2300	G	2003
				To:	77-1102											
643	2.58	820	G	From:	98%	1%	1%	0%	0%	F	0.107	F	0.649	840	G	2003
				To:	77-636 SOUTH											
643	4.50	40	R	From:	77-636 NORTH						NA			NA		02/27/2002
				To:	77-601											
644	1.14	370	R	From:	77-611						NA			NA		1999
				To:	FR-47 SOUTH											
644	0.47	260	R	From:	FR-47 NORTH						NA			NA		1999
				To:	77-787											
644	0.20	480	R	From:							NA			NA		1999
				To:	77-788											
644	0.70	280	R	From:							NA			NA		1999
				To:	77-763											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
644	0.40	20	R	From	77-763						NA			NA		03/26/2002
				To	Dead End											
645	1.22	1200	R	From	77-636						NA			NA		03/05/2002
				To	US 11											
646	0.63	130	R	From	77-738						NA			NA		1999
				To	77-640											
647	0.07	30	R	From	Dead End						NA			NA		1999
647	0.18	180	R	From	77-1135						NA			NA		1999
				To	77-636											
648	0.22	580	R	From	NCL Pulaski						NA			NA		03/05/2002
				To	77-722											
648	0.25	70	R	From							NA			NA		03/05/2002
				To	77-636											
649	0.60	140	R	From	77-674						NA			NA		03/05/2002
				To	77-730											
649	0.58	420	R	From							NA			NA		03/05/2002
				To	77-738											
650	1.25	220	R	From	Dead End						NA			NA		02/27/2002
				To	SCL Pulaski											
651	0.37	100	R	From	Dead End						NA			NA		1999
				To	77-840											
651	0.79	330	R	From							NA			NA		1999
				To	0.79 MW 77-840											
651	0.15	330	R	From							NA			NA		1999
				To	77-838											
651	0.03	330	R	From							NA			NA		1999
				To	77-658											
652	1.00	60	R	From	FR-47						NA			NA		1999
				To	1.00 ME FR-47											
652	0.85	20	R	From							NA			NA		02/21/2002
				To	SR 100 SOUTH											
652	1.26	150	R	From	FR 47 Near SR 100 NORTH						NA			NA		02/21/2002
				To	77-654											
653	1.50	130	R	From	77-609						NA			NA		1999
				To	1.50 MS 77-609											
653	3.00	130	R	From							NA			NA		02/21/2002
				To	77-609											
654	2.80	310	R	From	FR-44						NA			NA		1999
				To	SR 100											
654	2.11	200	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.546	200	G	2003
				To	77-658											

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						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
(655)	0.60	140	R	From:	Dead End						NA			NA		1999	
(655)	0.22	20	R	To:	77-693						NA			NA		02/21/2002	
				From:	Dead End												
(656)	1.20	100	R	To:	77-693						NA			NA		1999	
				From:	Dead End												
(657)	0.30	50	R	To:	77-658						NA			NA		02/21/2002	
				From:	Dead End												
(658)	2.90	330	G	To:	77-609					F	0.104	F	0.693	340	G	2003	
(658)	1.28	690	G	From:	77-654					F	0.102	F	0.594	700	G	2003	
(658)	0.45	1200	G	To:	77-651					C	0.094	F	0.631	1200	G	2003	
				From:	FR-47												
(659)	0.70	20	R	To:	Dead End						NA			NA		02/21/2002	
				From:	77-693												
(660)	Claytor Lake State Park	0.26	80	R	From:	Dead End						NA			NA		1999
(660)		4.45	2200	G	To:	Claytor Lake State Park					F	0.084	F	0.549	2300	G	2003
(660)		0.73	3100	G	From:	77-661					F	0.086	F	0.645	3100	G	2003
(660)		0.53	3500	G	To:	77-806					C	0.089	F	0.656	3600	G	2003
(660)		0.47	2200	G	From:	I-81					F	0.163	F	0.739	2300	G	2003
				To:	77-611												
(661)		1.58	600	G	From:	77-660 Claytor Lake State Park Road System					C	0.093	F	0.65	610	G	2003
				To:	Dead End												
(662)		2.61	750	R	From:	77-611						NA			NA		1999
				To:	Dead End												
(663)		4.20	680	R	From:	Dead End						NA			NA		1999
				To:	77-605												
(664)		1.26	540	G	From:	77-613					C	0.101	F	0.667	550	G	2003
				To:	77-605												
(665)		2.59	20	R	From:	Dead End						NA			NA		03/07/2002
(665)		1.01	140	R	To:	2.60 MN Dead End						NA			NA		03/07/2002
(665)		2.00	210	R	From:	77-704						NA			NA		03/07/2002
				To:	77-693												
(666)		0.10	NA	From:	77-619						NA			NA			
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
667	0.38	20	R	From:	77-693					NA			NA		02/21/2002		
				To:	Dead End												
668	0.80	30	R	From:	77-669					NA			NA		03/07/2002		
				To:	Dead End												
669	1.82	280	R	From:	77-693					NA			NA		1999		
				To:	Dead End												
670	0.89	70	R	From:	Dead End					NA			NA		02/21/2002		
670	0.11	80	R	To:	0.89 MS Dead End					NA			NA		02/21/2002		
				From:													
670	0.67	480	R	To:	77-672 SOUTH					NA			NA		1999		
				From:	77-672 NORTH												
670	0.90	110	R	To:	77-671					NA			NA		1999		
				From:	Dead End												
671	1.65	290	R	From:	77-670					NA			NA		1999		
				To:	77-1240												
671	0.35	10	R	To:	Dead End					NA			NA		1999		
				From:	Dead End												
672	0.15	60	R	To:	FR-47 NORTH					NA			NA		1999		
				From:	FR-47 SOUTH												
672	3.65	2400	G	To:	98%	0%	1%	1%	1%	0%	C	0.086	F	0.65	2400	G	2003
				From:	77-693 SOUTH					NA			NA		1999		
672	2.09	50	R	To:	77-693 MID												
				From:	77-693 EAST					NA			NA		02/21/2002		
672	0.66	20	R	To:	77-693 NORTH												
				From:	Dead End												
673	0.30	90	R	From:	77-649					NA			NA		03/05/2002		
				To:	77-753 WCL Pulaski												
674	0.90	230	R	From:	Dead End					NA			NA		03/05/2002		
				To:	77-640												
674	0.67	1000	R	From:						NA			NA		03/05/2002		
				To:	NCL PULASKI												
675	0.80	160	R	From:	77-693					NA			NA		1999		
				To:	Dead End												
676	0.46	120	R	From:	77-798					NA			NA		03/28/2002		
				To:	77-624												
676	0.53	120	R	From:						NA			NA		03/28/2002		
				To:	Dead End												
677	0.10	20	R	From:	77-600					NA			NA		03/13/2002		
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(679)	1.30	2000	R	From:	Cul-de-Sac						NA		NA		03/13/2002	
(679)	0.15	2400	R	To:	77-1204						NA		NA		03/13/2002	
				From:												
(680)	0.10	10	R	To:	SR 114						NA		NA		02/25/2002	
				From:	77-637											
(681)	0.26	80	R	To:	Dead End						NA		NA		03/15/2002	
				From:	Dead End											
(682)	0.85	2900	R	To:	77-600						NA		NA		1999	
				From:	77-611											
(683)	1.31	2700	R	To:	SR 100						NA		NA		03/20/2002	
				From:	77-643											
(683)	0.27	1100	R	To:	Dead End						NA		NA		1999	
				From:	77-715 SOUTH											
(684)	0.14	80	R	To:	77-715 NORTH						NA		NA		03/13/2002	
				From:	77-622											
(685)	0.11	30	R	To:	Dead End Gap Terminus						NA		NA		03/11/2002	
				From:	77-715											
(686)	0.46	45	R	To:	77-693						NA		NA		02/21/2002	
				From:	Dead End											
(687)	0.10	260	R	To:	77-606						NA		NA		03/13/2002	
				From:	0.10 MN 77-606											
(687)	0.22	100	R	To:	Dead End						NA		NA		03/13/2002	
				From:												
Town of Dublin																
(688)	0.13	330	R	To:	77-1006						NA		NA		1995	
				From:	77-632											
(689)	0.24	130	R	To:	Dead End						NA		NA		03/26/2002	
				From:	77-747											
Pulaski County																
(690)	2.60	830	R	To:	77-605 SOUTH						NA		NA		03/07/2002	
				From:	77-605 NORTH											
(691)	0.20	20	R	To:	77-759						NA		NA		02/25/2002	
				From:	0.20 ME 77-759											
(691)	0.30	6	R	To:	Dead End						NA		NA		02/25/2002	
				From:	77-693											
(692)	1.00	10	R	To:	Dead End						NA		NA		02/21/2002	
				From:												

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
693	3.46	280	R	From:	Carroll County Line					NA				NA		1999
				To:												
693	1.15	360	G	From:	77-721					F	0.077	F	0.677	360	G	2003
				To:												
693	2.79	500	G	From:	77-736					F	0.096	F	0.591	510	G	2003
				To:												
693	4.00	1100	G	From:	77-777					C	0.083	F	0.546	1100	G	2003
				To:												
693	1.28	1200	G	From:	77-672 SOUTH					F	0.097	F	0.576	1200	G	2003
				To:												
693	0.63	990	G	From:	77-669					F	0.09	F	0.595	1000	G	2003
				To:												
693	1.12	830	G	From:	77-619					F	0.092	F	0.5	850	G	2003
				To:												
693	3.78	580	G	From:	77-605					F	0.095	F	0.584	590	G	2003
				To:												
693	0.73	830	G	From:	77-665					F	0.088	F	0.643	840	G	2003
				To:	Montgomery County Line; 60-613											
694	0.47	450	R	From:	77-611 NECL Pulaski					NA				NA		1999
				To:	Dead End											
695	0.34	2000	R	From:	SR 114 WEST					NA				NA		03/11/2002
				To:	SR 114 EAST											
696	0.10	40	R	From:	Dead End					NA				NA		03/28/2002
				To:	77-624											
697	1.77	160	R	From:	Dead End					NA				NA		03/26/2002
				To:	77-611											
698	0.20	70	R	From:	Dead End North					NA				NA		02/25/2002
				To:	77-627											
698	0.70	60	R	From:	Dead End South					NA				NA		02/25/2002
				To:												
699	0.45	70	R	From:	ECL Pulaski					NA				NA		02/27/2002
				To:	0.45 MN OF ECL Pulaski											
699	0.17	90	R	From:						NA				NA		1999
				To:	Dead End											
700	0.10	220	R	From:	77-703					NA				NA		03/11/2002
				To:	77-713											
700	0.06	420	R	From:						NA				NA		03/11/2002
				To:	SR 114											
701	0.14	280	R	From:	77-715					NA				NA		03/11/2002
				To:	77-713											
701	0.07	380	R	From:						NA				NA		03/11/2002
				To:	77-695											
702	0.25	160	R	From:	77-715 SOUTH					NA				NA		03/11/2002
				To:	77-715 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
702	0.07	1000	R	From:	77-715 NORTH						NA			NA		03/11/2002
702	0.15	1200	R	To:	77-703						NA			NA		03/11/2002
				From:	SR 114											
703	0.12	170	R	To:	77-702						NA			NA		03/11/2002
				From:	77-700						NA			NA		03/11/2002
703	0.07	190	R	To:	77-714; 77-716						NA			NA		03/11/2002
				From:	77-714						NA			NA		03/11/2002
703	0.15	80	R	To:	77-714						NA			NA		03/11/2002
				From:	77-713											
704	1.00	310	R	To:	77-665						NA			NA		03/07/2002
				From:	77-693 SOUTH											
704	0.30	250	R	From:	77-693 NORTH						NA			NA		03/07/2002
				To:	77-619											
705	0.04	48	R	From:	77-622						NA			NA		03/11/2002
				To:	Dead End											
Town of Dublin																
706	0.12	30	R	From:	77-707						NA			NA		03/26/2002
				To:	77-1012											
707	0.07	100	R	From:	77-1011						NA			NA		03/26/2002
				To:	77-706						NA			NA		03/26/2002
707	0.06	80	R	From:	77-1012						NA			NA		03/26/2002
				To:												
Pulaski County																
708	1.00	90	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
709	1.05	40	R	From:	SR 100						NA			NA		02/21/2002
				To:	77-654											
710	6.09	300	R	From:	Dead End						NA			NA		02/27/2002
				To:	77-745											
710	0.45	520	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.539	530	G	2003
710	1.05	920	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.556	930	G	2003
				To:	WCL Pulaski											
711	1.41	230	R	From:	77-738						NA			NA		1999
				To:	1.40 MN 77-738						NA			NA		02/25/2002
711	1.60	100	R	To:	Dead End											
				From:	77-609						NA			NA		1995
712	0.15	50	R	To:	0.15 MN 77-609						NA			NA		02/21/2002
712	0.15	10	R	From:	Dead End											
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
713	0.24	40	R	From	77-700					NA		NA		03/11/2002		
				To	77-703											
713	0.04	140	R	From						NA		NA		03/11/2002		
				To	77-701											
714	0.12	30	R	From	77-703					NA		NA		03/11/2002		
				To	77-703; 77-716											
715	0.53	1200	R	From	US 11					NA		NA		03/11/2002		
				To	77-702 SOUTH											
715	0.22	930	R	From						NA		NA		03/11/2002		
				To	77-702 NORTH											
715	0.08	440	R	From						NA		NA		03/11/2002		
				To	77-716 WEST											
715	0.10	330	R	From						NA		NA		03/11/2002		
				To	77-716 EAST											
715	0.07	340	R	From						NA		NA		03/11/2002		
				To	77-717											
715	0.07	350	R	From						NA		NA		03/11/2002		
				To	77-701											
715	0.06	320	R	From						NA		NA		03/11/2002		
				To	77-622											
715	0.07	180	R	From						NA		NA		03/13/2002		
				To	77-685											
715	0.08	170	R	From						NA		NA		03/13/2002		
				To	END LOOP											
715	0.04	200	R	From						NA		NA		03/13/2002		
				To	77-718											
715	0.04	240	R	From						NA		NA		03/13/2002		
				To	77-723											
715	0.10	370	R	From						NA		NA		03/13/2002		
				To	77-684 NORTH											
715	0.04	190	R	From						NA		NA		03/13/2002		
				To	BEGIN LOOP											
715	0.09	140	R	From						NA		NA		03/13/2002		
				To	LOOP END											
715	0.20	60	R	From						NA		NA		03/13/2002		
				To	77-684 SOUTH											
715	0.16	130	R	From						NA		NA		03/13/2002		
				To	LOOP END											
716	0.20	60	R	From	77-715 WEST					NA		NA		03/11/2002		
				To	77-715 EAST											
716	0.07	100	R	From						NA		NA		03/11/2002		
				To	77-703; 77-714											
717	0.04	30	R	From	Dead End					NA		NA		03/11/2002		
				To	77-715											
718	0.05	70	R	From	Dead End					NA		NA		03/13/2002		
				To	77-715											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
719	0.56	NA		From:	Dead End						NA			NA		
				To:	77-710											
720	0.55	80	R	From:	77-738						NA			NA		03/05/2002
				To:	77-738											
721	0.60	48	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
722	0.70	400	R	From:	77-648						NA			NA		03/05/2002
				To:	77-793											
723	0.08	40	R	From:	Dead End						NA			NA		03/13/2002
				To:	77-715											
723	0.07	620	R	From:	77-715						NA			NA		03/13/2002
				To:	77-695											
724	0.04	300	R	From:	Dead End						NA			NA		03/11/2002
				To:	77-622											
725	0.23	200	R	From:	77-676						NA			NA		03/28/2002
				To:	77-624											
726	1.20	90	R	From:	SR 100						NA			NA		02/21/2002
				To:	Dead End											
727	0.90	20	R	From:	77-670						NA			NA		03/07/2002
				To:	Dead End											
728	0.50	160	R	From:	77-733						NA			NA		02/25/2002
				To:	Dead End											
729	0.63	80	R	From:	Dead End						NA			NA		03/07/2002
				To:	77-620											
730	0.20	70	R	From:	77-649						NA			NA		03/05/2002
				To:	Dead End											
731	1.94	370	R	From:	SR 100						NA			NA		02/27/2002
				To:	Cul-de-Sac											
732	0.35	40	R	From:	77-626						NA			NA		03/26/2002
				To:	Dead End											
733	1.00	440	R	From:	SR 100						NA			NA		02/25/2002
				To:	Dead End											
734	0.11	140	R	From:	77-636						NA			NA		1999
				To:	0.11 MN 77-736											
734	0.08	140	R	From:	0.11 MN 77-636						NA			NA		1999
				To:	77-618											
735	0.10	20	R	From:	SR 99; 77-771						NA			NA		1999
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
736	0.80	80	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
737	0.02	NA		From:	Dead End						NA			NA		
				To:	77-738											
738	3.20	20	R	From:	Bland County Line						NA			NA		1999
				To:	77-601 NORTH											
738	5.56	190	R	From:							NA			NA		1999
				To:	77-641											
738	1.27	480	G	From:	99%	0%	1%	0%	0%	F	0.085	F	0.587	490	G	2003
				To:	77-646											
738	1.76	1300	G	From:	99%	0%	1%	0%	0%	F	0.09	F	0.652	1300	G	2003
				To:	77-639 SOUTH											
738	1.11	1600	G	From:	99%	0%	1%	0%	0%	C	0.096	F	0.7	1700	G	2003
				To:	SR 99 NCL Pulaski											
739	0.60	50	R	From:	77-643						NA			NA		02/25/2002
				To:	Dead End											
740	0.03	280	R	From:	US 11						NA			NA		03/20/2002
				To:	77-742											
741	0.04	120	R	From:	77-742						NA			NA		03/20/2002
				To:	US 11											
742	0.06	90	R	From:	Dead End						NA			NA		03/20/2002
				To:	77-741											
742	0.30	70	R	From:							NA			NA		03/20/2002
				To:	77-740											
742	0.05	100	R	From:							NA			NA		03/20/2002
				To:	Dead End											
743	0.25	120	R	From:	Dead End						NA			NA		1999
				To:	77-636											
744	0.34	410	R	From:	Dead End						NA			NA		1999
				To:	77-636											
745	0.60	45	R	From:	77-710						NA			NA		02/27/2002
				To:	Dead End											
Town of Dublin																
746	0.08	2900	G	From:	98%	0%	1%	0%	1%	F	0.113	F	0.566	2900	G	2003
				To:	US 11											
746	0.15	2700	G	From:	98%	0%	1%	0%	1%	C	0.107	F	0.557	2800	G	2003
				To:	77-1005											
746	0.28	2300	G	From:	98%	0%	1%	0%	1%	F	0.111	F	0.635	2300	G	2003
				To:	NCL Dublin											
Pulaski County																
746	0.82	2300	N	From:	98%	0%	1%	0%	1%	N	0.111	N	0.635	2300	N	2003
				To:	SR 100											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
(747)	0.65	1600	R	From:	SR 100						NA			NA		03/26/2002
(747)	0.50	1800	G	To:	77-746											
				From:	99%	0%	0%	0%	0%	C	0.107	F	0.564	1900	G	2003
				To:	NCL Dublin											
Pulaski County																
(747)	0.10	1800	N	From:	NCL Dublin					N	0.107	N	0.564	1900	N	2003
(747)	3.97	2300	G	To:	77-633											
				From:	99%	0%	0%	0%	0%	F	0.101	F	0.548	2300	G	2003
				To:	US 11											
(748)	0.66	140	R	From:	77-658						NA			NA		1999
				To:	FR-47											
(749)	0.03	130	R	From:	77-600						NA			NA		03/13/2002
(749)	0.07	90	R	To:	77-754						NA			NA		03/13/2002
(749)	0.05	46	R	From:	77-765						NA			NA		03/13/2002
				To:	Dead End											
(750)	0.43	20	R	From:	77-608						NA			NA		02/21/2002
				To:	0.43 ME 77-608											
(751)	0.19	250	R	From:	Dead End						NA			NA		03/26/2002
				To:	77-611											
(752)	0.12	20	R	From:	Dead End						NA			NA		02/21/2002
(752)	0.06	20	R	To:	0.12 ME Dead End						NA			NA		02/21/2002
				To:	77-607											
(753)	0.10	20	R	From:	Dead End						NA			NA		03/05/2002
				To:	77-673 WCL Pulaski											
(754)	0.17	40	R	From:	77-1206						NA			NA		03/13/2002
				To:	77-749											
(755)	0.15	100	R	From:	Dead End						NA			NA		03/20/2002
(755)	0.34	330	R	To:	77-600						NA			NA		03/20/2002
(755)	0.21	100	R	From:	0.35 ME 77-600						NA			NA		03/20/2002
				To:	Dead End											
(756)	0.16	20	R	From:	77-662						NA			NA		03/26/2002
				To:	Dead End											
(757)	0.60	120	R	From:	77-663						NA			NA		1999
				To:	Dead End											
(758)	0.37	45	R	From:	Dead End						NA			NA		02/27/2002
				To:	77-610											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
759	0.28	100	R	From:	SR 100						NA			NA		02/25/2002
				To:	Dead End											
760	0.10	50	R	From:	Dead End						NA			NA		03/28/2002
				To:	77-624											
761	0.06	6	R	From:	Dead End						NA			NA		02/21/2002
				To:	77-693											
762	0.22	60	R	From:	Dead End						NA			NA		02/27/2002
				To:	77-710											
763	0.70	230	R	From:	Dead End						NA			NA		1999
				To:	77-644											
764	2.28	80	R	From:	Carroll County Line						NA			NA		02/21/2002
				To:	77-693											
765	0.12	47	R	From:	77-1206						NA			NA		03/13/2002
				To:	77-749											
766	0.06	110	R	From:	77-767						NA			NA		1999
				To:	77-768											
766	0.05	170	R	From:							NA			NA		1999
				To:	US 11											
767	0.10	80	R	From:	77-766						NA			NA		1999
				To:	Dead End											
768	0.05	40	R	From:	77-766						NA			NA		1999
				To:	Dead End											
769	0.49	50	R	From:	Dead End						NA			NA		1999
				To:	SR 99											
770	0.10	60	R	From:	Dead End						NA			NA		1999
				To:	FR-44											
771	0.20	10	R	From:	SR 99; 77-735						NA			NA		1999
				To:	SR 99											
772	0.10	20	R	From:	77-673						NA			NA		03/05/2002
				To:	Dead End											
773	0.70	NA		From:	77-607						NA			NA		
				To:	Dead End											
774	0.05	110	R	From:	77-636						NA			NA		03/05/2002
				To:	77-775											
774	0.26	80	R	From:							NA			NA		03/05/2002
				To:	Dead End											
775	0.07	120	R	From:	77-645						NA			NA		03/05/2002
				To:	77-774											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
776	0.20	140	R	From:	Dead End					NA			NA		03/13/2002	
				To:	77-621											
777	1.20	40	R	From:	Dead End					NA			NA		02/21/2002	
				To:	77-693											
778	1.50	110	R	From:	Dead End					NA			NA		03/07/2002	
				To:	77-693											
779	0.11	80	R	From:	77-600					NA			NA		03/20/2002	
				To:	Dead End											
780	0.05	10	R	From:	Dead End					NA			NA		1999	
				To:	77-669											
781	0.18	20	R	From:	Dead End					NA			NA		03/07/2002	
				To:	77-693											
782	0.40	80	R	From:	Dead End					NA			NA		02/27/2002	
				To:	77-710											
783	0.21	NA		From:	Dead End/					NA			NA			
				To:	SR-00100(B)/											
784	0.12	750	R	From:	77-611					NA			NA		1999	
				To:	FR-47											
784	0.05	30	R	From:	0.05 MN FR-47					NA			NA		1999	
				To:	Dead End											
784	0.20	20	R	From:	Dead End					NA			NA		03/26/2002	
				To:	Dead End											
785	0.40	60	R	From:	Dead End					NA			NA		03/07/2002	
				To:	77-664											
786	0.35	60	R	From:	Dead End					NA			NA		02/27/2002	
				To:	77-710											
787	1.10	390	R	From:	77-644					NA			NA		03/26/2002	
				To:	77-611											
788	0.90	120	R	From:	Dead End					NA			NA		1999	
				To:	77-644											
789	0.10	NA		From:	77-00624(B)/					NA			NA			
				To:	Dead End/											
790	0.55	300	R	From:	SR 100					NA			NA		02/25/2002	
				To:	Dead End											
791	0.12	50	R	From:	77-649					NA			NA		03/05/2002	
				To:	Dead End											
792	0.70	45	R	From:	Dead End					NA			NA		03/05/2002	
				To:	77-738 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
792	0.30	50	R	From:	77-738 SOUTH						NA			NA		03/05/2002
				To:	77-738 NORTH											
793	0.51	270	R	From:	77-738						NA			NA		03/05/2002
				To:	77-639											
794	0.20	60	R	From:	77-738 SOUTH						NA			NA		1999
				To:	77-738 NORTH											
795	0.25	50	R	From:	Dead End						NA			NA		02/27/2002
				To:	77-710											
796	0.30	80	R	From:	Dead End						NA			NA		02/27/2002
				To:	FR-64											
797	0.20	200	R	From:	SR 100						NA			NA		02/25/2002
				To:	77-809											
797	0.20	20	R	From:							NA			NA		02/25/2002
				To:	Dead End											
798	1.66	280	R	From:	Dead End						NA			NA		03/28/2002
				To:	77-624											
798	0.38	410	G	95%	0%	1%	4%	0%	0%	C	0.098	F	0.682	420	G	2003
				To:	77-626											
799	1.40	320	R	From:	Dead End						NA			NA		1999
				To:	77-611											
800	0.40	20	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
801	0.27	20	R	From:	Dead End						NA			NA		03/26/2002
				To:	77-815											
801	0.18	90	R	From:							NA			NA		03/26/2002
				To:	FR-65											
802	0.06	20	R	From:	77-605						NA			NA		03/07/2002
				To:	Dead End											
803	0.50	20	R	From:	Dead End						NA			NA		03/07/2002
				To:	77-672											
805	0.20	20	R	From:	Dead End						NA			NA		02/25/2002
				To:	0.20 ME Dead End											
805	0.65	45	R	From:							NA			NA		02/25/2002
				To:	SR 99; 77-769											
806	0.60	340	R	From:	Dead End						NA			NA		1999
				To:	77-660 Claytor Lake State Park Road System											
807	0.85	50	R	From:	77-643						NA			NA		03/20/2002
				To:	77-1132											
807	0.40	80	R	From:							NA			NA		03/20/2002
				To:	0.40 MN 77-1132											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(807)	0.05	80	R	From:	0.40 MN 77-1132						NA		NA		1999	
				To:	US 11											
(808)	0.66	110	R	From:	Cul-de-Sac						NA		NA		03/26/2002	
				To:	77-660 Claytor Lake State Park Road System											
(809)	0.29	120	R	From:	Dead End						NA		NA		02/25/2002	
				To:	77-797											
(810)	0.87	60	R	From:	77-640						NA		NA		03/05/2002	
				To:	Cul-de-Sac											
(811)	0.23	110	R	From:	77-661						NA		NA		03/26/2002	
				To:	Dead End											
(812)	0.19	1800	R	From:	77-814						NA		NA		1999	
				To:	77-813											
(812)	0.22	3900	R	From:							NA		NA		1999	
				To:	77-643											
(813)	0.21	520	R	From:	77-812						NA		NA		1999	
				To:	Dead End											
(814)	0.13	360	R	From:	77-812						NA		NA		1999	
				To:	Dead End											
(815)	0.10	45	R	From:	Dead End						NA		NA		03/26/2002	
				To:	0.11 MN Dead End											
(815)	0.28	45	R	From:							NA		NA		03/26/2002	
				To:	77-801											
(816)	0.59	NA		From:	77-00679(B)/						NA		NA			
				To:	Cul-de-Sac/											
(817)	0.07	30	R	From:	Dead End						NA		NA		03/26/2002	
				To:	77-747											
(819)	0.52	270	R	From:	Dead End						NA		NA		1999	
				To:	77-605											
(820)	0.12	40	R	From:	Dead End						NA		NA		03/07/2002	
				To:	77-605											
(822)	0.50	20	R	From:	Dead End						NA		NA		02/27/2002	
				To:	SR 100											
(823)	0.59	NA		From:	77-00683(B)/						NA		NA			
				To:	Shadow of: 734469/											
(825)	0.54	20	R	From:	Dead End						NA		NA		02/27/2002	
				To:	77-710											
(826)	0.45	130	R	From:	Dead End						NA		NA		02/27/2002	
				To:	77-710											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
827	0.08	NA				From: 77-00698(B)/					NA			NA		
						To: 77-00828(R)/										
828	0.07	NA				From: 77-00827(R)/					NA			NA		
						To: Cul-de-Sac/										
830	0.85	50	R			From: Dead End					NA			NA	03/13/2002	
						To: 77-606										
831	0.07	NA				From: Dead End/					NA			NA		
						To: 77-00757(B)/										
835	0.30	30	R			From: 77-654					NA			NA	02/21/2002	
						To: Dead End										
836	0.20	70	R			From: 77-835					NA			NA	02/21/2002	
						To: Dead End										
838	0.04	NA				From: 77-658					NA			NA		
						To: 77-651										
839	0.07	200	R			From: 77-658					NA			NA	1999	
						To: Dead End										
840	0.13	100	R			From: 77-651					NA			NA	1999	
						To: 77-842										
840	0.05	40	R			From: 77-841					NA			NA	1999	
						To: Dead End										
840	0.41	20	R			From: 77-840					NA			NA	1999	
						To: Cul-de-Sac										
841	0.25	20	R			From: 77-840					NA			NA	1999	
						To: Cul-de-Sac										
842	0.35	30	R			From: 77-840					NA			NA	1999	
						To: Dead End										
850	1.05	420	R			From: FR-44					NA			NA	03/07/2002	
						To: Cul-de-Sac										
851	0.08	NA				From: 77-00850(B)/					NA			NA		
						To: Dead End/										
852	0.09	NA				From: 77-00850(B)/					NA			NA		
						To: Cul-de-Sac/										
855	0.18	NA				From: FR-00044(B)/					NA			NA		
						To: Cul-de-Sac/										
1000	0.24	60	R			From: Cul-de-Sac					NA			NA	1986	
						To: 77-1027										
Town of Dublin																
1001	0.12	280	R			From: 77-1002					NA			NA	1986	
						To: 77-1004 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
1001	0.02	300	R	From	77-1004 WEST					NA			NA		1986	
				To	77-1004 EAST											
1001	0.08	430	R	From						NA			NA		1995	
				To	77-746											
1002	0.07	480	R	From	77-1003					NA			NA		1995	
				To	77-1001											
1002	0.05	250	R	From						NA			NA		1986	
				To	77-1009											
1003	0.05	810	R	From	SR 100					NA			NA		1995	
				To	77-1002											
1003	0.13	420	R	From						NA			NA		1986	
				To	77-1004											
1004	0.09	760	R	From	US 11					NA			NA		1986	
				To	77-1013											
1004	0.07	600	R	From						NA			NA		1986	
				To	77-1005											
1004	0.08	550	R	From						NA			NA		1995	
				To	77-1003											
1004	0.08	290	R	From						NA			NA		1986	
				To	77-1001											
1004	0.04	810	R	From						NA			NA		1995	
				To	77-1009											
1005	0.13	220	R	From	Dead End					NA			NA		1986	
				To	77-1004											
1005	0.08	600	R	From						NA			NA		1995	
				To	77-746											
1005	0.12	1400	R	From						NA			NA		1995	
				To	77-1023											
1005	0.01	960	R	From						NA			NA		1986	
				To	77-1015											
1005	0.15	1100	R	From						NA			NA		1995	
				To	77-1033											
1005	0.10	840	R	From						NA			NA		1986	
				To	77-1016											
1005	0.02	1000	R	From						NA			NA		1995	
				To	77-1083											
1005	0.13	700	R	From						NA			NA		1986	
				To	77-1024											
1005	0.08	620	R	From						NA			NA		1986	
				To	77-633											
1006	0.06	240	R	From	77-688					NA			NA		1995	
				To	77-1007 SOUTH											
1006	0.02	440	R	From						NA			NA		1986	
				To	77-1007 NORTH											
1006	0.08	500	R	From						NA			NA		1995	
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
(1007)	0.10	340	R	From:	77-1011						NA			NA		1986
(1007)	0.03	520	R	To: From:	77-1012						NA			NA		1986
(1007)	0.07	690	R	To: From:	77-1034						NA			NA		1995
(1007)	0.21	500	R	To: From:	77-1010						NA			NA		1986
(1007)	0.04	320	R	To: From:	77-1006						NA			NA		1986
(1007)	0.05	80	R	To: From:	77-1008						NA			NA		1995
(1007)	0.10	130	R	To: From:	77-632						NA			NA		1986
(1007)	0.06	210	R	To: From:	77-1031						NA			NA		1986
(1007)	0.06	160	R	To: From:	77-1035						NA			NA		1986
				To:	77-1038											
(1008)	0.09	80	R	From:	77-688						NA			NA		1995
				To:	77-1007											
(1009)	0.12	200	R	From:	77-1002						NA			NA		1995
				To:	77-1004											
(1010)	0.13	280	R	From:	SCL Dublin						NA			NA		1995
(1010)	0.15	750	R	To: From:	77-1007						NA			NA		1995
				To:	77-747											
(1011)	0.03	600	R	From:	77-747						NA			NA		1995
(1011)	0.05	430	R	To: From:	77-707						NA			NA		1986
				To:	77-1007											
(1012)	0.03	270	R	From:	77-1007						NA			NA		1986
(1012)	0.06	280	R	To: From:	77-707						NA			NA		1995
(1012)	0.08	370	R	To: From:	77-706						NA			NA		1986
				To:	77-747											
(1013)	0.08	150	R	From:	77-1004						NA			NA		1995
				To:	77-746											
(1014)	0.10	410	R	From:	US 11						NA			NA		1995
(1014)	0.23	240	R	To: From:	77-1015						NA			NA		1995
				To:	77-1016											
(1015)	0.06	300	R	From:	77-1014						NA			NA		1995
				To:	77-1022											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Dublin																
1015	0.09	190	R	From:	77-1022						NA			NA		1995
				To:	77-1005											
1016	0.06	600	R	From:	77-1014						NA			NA		1995
				To:	77-1022											
1016	0.09	350	R	From:	77-1022						NA			NA		1995
				To:	77-1005											
Pulaski County																
1017	0.15	70	R	From:	77-633						NA			NA		1995
				To:	Dead End											
1018	0.15	100	R	From:	77-633						NA			NA		1995
				To:	Dead End											
1019	0.06	140	R	From:	77-1021						NA			NA		1999
				To:	77-1020											
1019	0.19	170	R	From:	77-1020						NA			NA		1999
				To:	77-1080											
1019	0.15	260	R	From:	77-1080						NA			NA		1999
				To:	77-682											
1020	0.07	90	R	From:	77-1019						NA			NA		1999
				To:	77-682											
1021	0.32	960	R	From:	77-683						NA			NA		1999
				To:	77-1019											
1021	0.06	790	R	From:	77-1019						NA			NA		1999
				To:	77-682											
Town of Dublin																
1022	0.10	90	R	From:	Dead End						NA			NA		1995
				To:	77-1015											
1022	0.24	160	R	From:	77-1015						NA			NA		1995
				To:	77-1016											
1023	0.10	500	R	From:	77-1005						NA			NA		1995
				To:	77-1049											
1023	0.05	200	R	From:	77-1049						NA			NA		1995
				To:	77-1025											
1024	0.04	290	R	From:	77-1005						NA			NA		1995
				To:	77-1049											
1024	0.04	240	R	From:	77-1049						NA			NA		1995
				To:	NCL Dublin											
Pulaski County																
1024	0.12	90	R	From:	NCL Dublin						NA			NA		1986
				To:	Cul-de-Sac											
Town of Dublin																
1025	0.05	270	R	From:	Dead End						NA			NA		1995
				To:	77-1023											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
1026	0.15	160	R	From:	77-635						NA			NA		1995
				To:	WCL Dublin											
Town of Dublin																
1026	0.07	1100	R	From:	WCL Dublin						NA			NA		1995
				To:	SR 100											
1026	0.07	980	R	From:	SR 100						NA			NA		1986
				To:	77-747											
Pulaski County																
1027	0.10	300	R	From:	77-1029						NA			NA		1986
				To:	77-1000											
1027	0.20	390	R	From:	77-1000						NA			NA		1995
				To:	SR 100											
1028	0.30	260	R	From:	77-1029						NA			NA		1995
				To:	SR 100											
1029	0.30	110	R	From:	77-1028						NA			NA		1995
				To:	77-1027											
1030	0.05	3300	R	From:	SR 100						NA			NA		1995
				To:	77-1050											
1030	0.31	2500	R	From:	77-1050						NA			NA		1989
				To:	77-1053											
1030	0.84	2200	R	From:	77-1053						NA			NA		1995
				To:	77-1036											
1030	0.40	580	R	From:	77-1036						NA			NA		1986
				To:	77-632											
Town of Dublin																
1031	0.12	260	R	From:	77-632						NA			NA		1986
				To:	77-1007											
1031	0.06	360	R	From:	77-1007						NA			NA		1995
				To:	77-1032											
1031	0.04	570	R	From:	77-1032						NA			NA		1986
				To:	77-1037											
1031	0.08	460	R	From:	77-1037						NA			NA		1995
				To:	77-747											
1032	0.10	40	R	From:	77-632						NA			NA		1995
				To:	77-1031											
1033	0.05	30	R	From:	Dead End						NA			NA		1995
				To:	77-1005											
Pulaski County																
1034	0.04	6	R	From:	Cul-de-Sac						NA			NA		1995
				To:	77-1052											
1034	0.07	150	R	From:	77-1052						NA			NA		1995
				To:	77-1051											
1034	0.01	540	R	From:	77-1051						NA			NA		1986
				To:	SCL Dublin											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
(1034)	0.05	540	N	From:	SCL Dublin						NA			NA		1986
(1034)	0.09	650	R	To:	77-1050						NA			NA		1995
				From:	77-1007											
(1035)	0.11	120	R	To:	77-632						NA			NA		1995
(1035)	0.15	100	R	From:	77-1007						NA			NA		1995
				To:	77-1037											
Pulaski County																
(1036)	0.16	450	R	From:	77-632						NA			NA		1995
				To:	77-1030											
Town of Dublin																
(1037)	0.07	NA		From:	77-632						NA			NA		
(1037)	0.08	120	R	To:	77-1031						NA			NA		1995
(1037)	0.07	150	R	From:	77-1035						NA			NA		1986
				To:	77-1038											
(1038)	0.11	140	R	From:	77-632						NA			NA		1995
(1038)	0.17	190	R	To:	77-1007						NA			NA		1986
				From:	77-1037											
Pulaski County																
(1039)	0.11	100	R	From:	77-611						NA			NA		1999
(1039)	0.22	70	R	To:	77-1040						NA			NA		1999
				From:	Dead End											
(1040)	0.07	20	R	To:	Dead End						NA			NA		1999
				From:	77-1039											
(1041)	0.06	130	R	To:	77-1059						NA			NA		1995
(1041)	0.05	450	R	From:	77-1043						NA			NA		1995
(1041)	0.08	540	R	To:	77-1042						NA			NA		1995
				From:	77-747											
(1042)	0.04	20	R	To:	Dead End						NA			NA		1995
(1042)	0.09	60	R	From:	77-1058						NA			NA		1995
(1042)	0.06	45	R	To:	77-1059						NA			NA		1986
(1042)	0.13	100	R	From:	77-1043						NA			NA		1995
				To:	77-1041											
(1043)	0.08	260	R	From:	77-1059						NA			NA		1995
				To:	77-1041											

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2Axle 3+Axle 1Trail 2Trail																
Pulaski County																
1043	0.07	100	R	From:	77-1041						NA			NA		1995
				To:	77-1042											
1044	0.06	160	R	From:	77-643						NA			NA		1999
				To:	BEGIN LOOP											
1044	0.42	90	R	From:							NA			NA		1999
				To:	END LOOP											
1045	0.05	140	R	From:	77-1047						NA			NA		1995
				To:	77-1046											
1045	0.10	390	R	From:							NA			NA		1995
				To:	77-617											
1046	0.10	50	R	From:	Dead End						NA			NA		1995
				To:	77-633											
1046	0.17	290	R	From:							NA			NA		1995
				To:	77-1048											
1046	0.23	170	R	From:							NA			NA		1986
				To:	77-1045											
1047	0.22	100	R	From:	77-1048						NA			NA		1995
				To:	77-1045											
1048	0.43	610	R	From:	US 11						NA			NA		1995
				To:	77-1046											
1048	0.07	250	R	From:							NA			NA		1995
				To:	77-1047											
Town of Dublin																
1049	0.25	200	R	From:	77-1023						NA			NA		1995
				To:	77-1083											
1049	0.15	120	R	From:							NA			NA		1995
				To:	77-1024											
Pulaski County																
1050	0.02	610	R	From:	77-1030						NA			NA		1995
				To:	SCL Dublin											
Town of Dublin																
1050	0.13	430	R	From:	SCL Dublin						NA			NA		1993
				To:	SCL Dublin											
Pulaski County																
1050	0.17	250	R	From:	SCL Dublin						NA			NA		1986
				To:	77-1034											
1051	0.18	360	R	From:	77-1034						NA			NA		1995
				To:	77-1053											
1051	0.18	360	R	From:							NA			NA		1995
				To:	Cul-de-Sac											
1052	0.11	110	R	From:	77-1034						NA			NA		1995
				To:	77-1053											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1053)	0.02	900	R	From	77-1030					NA			NA			1995
				To												
(1053)	0.06	630	R	From	77-1054					NA			NA			1986
				To												
(1053)	0.06	710	R	From	77-1055					NA			NA			1995
				To												
(1053)	0.04	680	R	From	77-1056					NA			NA			1986
				To												
(1053)	0.02	470	R	From	77-1052					NA			NA			1986
				To												
(1053)	0.07	480	R	From	77-1057					NA			NA			1995
				To												
(1054)	0.24	200	R	From	77-1053					NA			NA			1995
				To	Cul-de-Sac											
(1055)	0.22	300	R	From	77-1053					NA			NA			1995
				To	Cul-de-Sac											
(1056)	0.20	270	R	From	77-1053					NA			NA			1995
				To	Cul-de-Sac											
(1057)	0.19	200	R	From	77-1053					NA			NA			1995
				To	Cul-de-Sac											
(1058)	0.09	20	R	From	77-1059					NA			NA			1995
				To	77-1042											
(1059)	0.34	200	R	From	77-1043					NA			NA			1995
				To												
(1059)	0.10	210	R	From	77-1058					NA			NA			1986
				To												
(1059)	0.06	30	R	From	77-1041					NA			NA			1995
				To	77-1042											
(1060)	0.12	300	R	From	Dead End					NA			NA			1999
				To	77-611											
(1061)	0.11	1300	R	From	US 11					NA			NA			1995
				To												
(1061)	0.05	1400	R	From	77-1062					NA			NA			1986
				To												
(1062)	0.30	210	R	From	77-1061					NA			NA			1986
				To												
(1062)	0.06	240	R	From	77-1063					NA			NA			1986
				To												
(1062)	0.06	210	R	From	77-1066					NA			NA			1986
				To												
(1062)	0.06	170	R	From	77-1067					NA			NA			1986
				To												
(1062)	0.06	150	R	From	77-1068					NA			NA			1986
				To												
(1062)	0.06	150	R	From	77-1069					NA			NA			1986
				To												

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
1062	0.15	380	R	From:	77-1069					NA			NA			1995
				To:	77-617											
1063	0.16	160	R	From:	77-1062					NA			NA			1995
				To:	77-1065											
1063	0.06	1200	R	From:	77-1064					NA			NA			1986
1063	0.02	870	R	To:	77-1064					NA			NA			1995
				From:	77-1061											
1063	0.25	100	R	To:	77-1061					NA			NA			1995
				From:	77-617											
1064	0.23	90	R	From:	77-1063					NA			NA			1995
				To:	77-617											
1065	0.18	90	R	From:	77-1070					NA			NA			1986
				To:	77-1071											
1065	0.12	130	R	From:	77-1071					NA			NA			1986
1065	0.12	240	R	To:	77-1079					NA			NA			1995
				From:	77-617											
1065	0.02	470	R	From:	77-617					NA			NA			1995
1065	0.06	310	R	To:	77-1069					NA			NA			1986
				From:	77-1068											
1065	0.06	360	R	From:	77-1068					NA			NA			1986
1065	0.06	430	R	To:	77-1067					NA			NA			1995
				From:	77-1066											
1065	0.06	340	R	From:	77-1066					NA			NA			1986
1066	0.18	90	R	To:	77-1063					NA			NA			1986
				From:	77-1065											
1067	0.19	80	R	To:	77-1062					NA			NA			1986
				From:	77-1065											
1068	0.21	180	R	To:	77-1062					NA			NA			1986
				From:	77-1065											
1069	0.24	160	R	To:	77-1062					NA			NA			1986
				From:	77-617											
1070	0.10	390	R	From:	77-617					NA			NA			1986
1070	0.30	100	R	To:	77-1065					NA			NA			1986
				From:	77-1071											
1070	0.12	80	R	From:	77-1071					NA			NA			1993
1071	0.07	45	R	To:	77-1079					NA			NA			1986
				From:	77-1065											
1071	0.07	45	R	To:	77-1065					NA			NA			1986
				From:	77-1070											

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2Axle 3+Axle 1Trail 2Trail																
Pulaski County																
1072	0.20	100	R	From:	77-1078						NA			NA		1986
				To:	77-617											
1073	0.18	80	R	From:	77-1078						NA			NA		1986
				To:	77-617											
1074	0.15	47	R	From:	77-1078						NA			NA		1986
				To:	77-617											
1075	0.16	80	R	From:	77-643						NA			NA		1999
				To:	Cul-de-Sac											
1076	0.06	400	R	From:	SR 100						NA			NA		1986
				To:	77-1077 WEST											
1076	0.12	90	R	From:	77-1077 WEST						NA			NA		1986
				To:	77-1077 EAST											
1077	0.23	47	R	From:	77-1076 WEST						NA			NA		1986
				To:	77-1076 EAST											
1077	0.25	50	R	From:	77-1076 EAST						NA			NA		1986
				To:	77-1076 WEST											
1078	0.05	30	R	From:	77-1074						NA			NA		1986
				To:	77-1073											
1078	0.06	40	R	From:	77-1072						NA			NA		1986
				To:	77-1072											
1079	0.06	120	R	From:	77-1065						NA			NA		1986
				To:	77-1070											
1079	0.05	100	R	From:	77-1081						NA			NA		1986
				To:	77-1081											
1080	0.15	40	R	From:	Dead End						NA			NA		1999
				To:	77-1019											
1081	0.15	70	R	From:	Dead End						NA			NA		1986
				To:	77-1079											
1081	0.13	40	R	From:	Dead End						NA			NA		1986
				To:	Dead End											
1082	0.21	70	R	From:	US 11						NA			NA		1986
				To:	Dead End											
Town of Dublin																
1083	0.07	400	R	From:	77-1005						NA			NA		1986
				To:	77-1049											
1083	0.06	370	R	From:	NCL Dublin; Gap Terminus						NA			NA		1986
				To:	NCL Dublin; Gap Terminus											
Pulaski County																
1083	0.13	360	R	From:	NCL Dublin; Gap Terminus						NA			NA		1986
				To:	Dead End											
1084	0.20	50	R	From:	77-635						NA			NA		1986
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1085)	0.09	650	R	From:	US 11						NA			NA		1986
(1085)	0.08	520	R	To:	77-1086 SOUTH						NA			NA		1986
(1085)	0.07	130	R	From:	77-1088						NA			NA		1986
(1085)	0.07	110	R	To:	77-1087						NA			NA		1986
(1085)	0.17	410	R	From:	77-1086 NORTH						NA			NA		1993
				To:	77-1062											
(1086)	0.55	160	R	From:	77-1085 SOUTH						NA			NA		1986
(1086)	0.30	70	R	To:	77-1087						NA			NA		1986
				To:	77-1085 NORTH											
(1087)	0.07	110	R	From:	77-1085						NA			NA		1986
(1087)	0.17	100	R	To:	77-1089						NA			NA		1986
				To:	77-1086											
(1088)	0.06	40	R	From:	77-1085						NA			NA		1986
				To:	Cul-de-Sac											
(1089)	0.09	60	R	From:	Cul-de-Sac						NA			NA		1986
				To:	77-1087											
(1090)	0.13	610	R	From:	77-1051						NA			NA		03/28/2002
				To:	SCL Dublin											
Town of Dublin																
(1090)	0.13	610	R	From:	SCL Dublin						NA			NA		03/28/2002
				To:	77-688; 77-1006											
Pulaski County																
(1091)	0.11	290	R	From:	Dead End						NA			NA		1993
				To:	SR 100											
(1092)	0.15	40	R	From:	77-1021						NA			NA		1999
				To:	Cul-de-Sac											
(1093)	0.30	50	R	From:	77-1028						NA			NA		03/20/2002
				To:	77-1027											
Town of Dublin																
(1094)	0.02	NA		From:	77-01023(B)/						NA			NA		
				To:	Dead End/											
Pulaski County																
(1095)	0.25	NA		From:	Dead End/						NA			NA		
				To:	77-01084(R)/											
Town of Dublin																
(1097)	0.04	1600	R	From:	SR 100; 77-682						NA			NA		1999
				To:	77-1098											

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2Axle 3+Axle 1Trail 2Trail																
Town of Dublin																
(1097)	0.11	350	R	From:	77-1098					NA			NA			1999
				To:	Dead End											
(1098)	0.09	940	R	From:	77-682					NA			NA			1999
				To:	77-1097											
(1098)	0.18	1000	R	From:	77-1097					NA			NA			1999
				To:	SR 100											
Pulaski County																
(1099)	0.08	40	R	From:	77-632					NA			NA			1995
				To:	Dead End											
(1101)	0.10	48	R	From:	77-643					NA			NA			1999
				To:	77-1103											
(1102)	0.10	180	R	From:	77-643					NA			NA			1999
				To:	77-1103											
(1103)	0.08	50	R	From:	Dead End					NA			NA			1999
				To:	77-1102											
(1103)	0.12	80	R	From:	77-1102					NA			NA			1999
				To:	77-1101											
(1104)	0.11	80	R	From:	77-643					NA			NA			1999
				To:	Dead End											
(1105)	0.20	130	R	From:	77-643					NA			NA			1999
				To:	US 11											
(1106)	0.09	70	R	From:	77-1108					NA			NA			1999
				To:	77-643											
(1107)	0.07	40	R	From:	77-1108					NA			NA			1999
				To:	77-643											
(1108)	0.04	50	R	From:	77-1107					NA			NA			1999
				To:	77-1106											
(1109)	0.16	20	R	From:	US 11					NA			NA			1999
				To:	Dead End											
(1110)	0.06	170	R	From:	77-636					NA			NA			1999
				To:	77-1111											
(1111)	0.08	160	R	From:	77-1112					NA			NA			1999
				To:	77-1110											
(1111)	0.08	10	R	From:	77-1110					NA			NA			1999
				To:	Dead End											
(1112)	0.07	120	R	From:	77-1111					NA			NA			1999
				To:	77-1113											
(1113)	0.16	100	R	From:	77-1112					NA			NA			1999
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1117)	0.64	100	R	From	77-643						NA			NA		03/20/2002
				To	Cul-de-Sac											
(1118)	0.13	48	R	From	Dead End						NA			NA		1993
				To	77-738											
(1119)	0.10	48	R	From	Dead End						NA			NA		1995
				To	77-738											
(1120)	0.13	450	R	From	77-611 WEST						NA			NA		1999
				To	77-1123											
(1120)	0.25	110	R	From							NA			NA		1999
(1120)	0.20	220	R	From							NA			NA		1999
(1120)	0.18	460	R	To	77-1121						NA			NA		1999
				To	77-611 EAST											
(1121)	0.25	120	R	From	77-1123						NA			NA		1999
				To	77-1122											
(1121)	0.25	120	R	From							NA			NA		1999
(1121)	0.06	240	R	To	77-1124						NA			NA		1999
				To	77-1120											
(1122)	0.06	30	R	From	77-1121						NA			NA		1999
				To	77-1124											
(1122)	0.06	80	R	From							NA			NA		1999
				To	77-1120											
(1123)	0.10	10	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1121											
(1123)	0.08	150	R	From							NA			NA		1999
(1123)	0.06	280	R	To	77-1124						NA			NA		1999
				To	77-1120											
(1124)	0.25	100	R	From	77-1123						NA			NA		1999
				To	77-1122											
(1124)	0.20	100	R	From							NA			NA		1999
				To	77-1121											
(1127)	0.30	40	R	From	Dead End						NA			NA		02/25/2002
				To	77-672											
(1128)	0.09	6	R	From	Dead End						NA			NA		02/25/2002
				To	77-1127											
(1129)	0.07	20	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1131											
(1131)	0.08	60	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1132											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1131)	0.29	170	R	From:	77-1132					NA			NA		1999	
(1131)	0.10	360	R	To: From:	77-1129					NA			NA		1999	
(1131)	0.15	630	R	To: From:	77-1133					NA			NA		1999	
				To:	77-643											
(1132)	0.13	70	R	From:	77-807					NA			NA		1999	
				To:	77-1131											
(1133)	0.04	300	R	From:	77-1131					NA			NA		1999	
				To:	77-1134					NA			NA		1999	
(1133)	0.09	150	R	To: From:	77-1139					NA			NA		1999	
(1133)	0.06	80	R	To: From:	77-1134					NA			NA		1999	
(1133)	0.08	40	R	To: From:	Cul-de-Sac											
(1134)	0.22	80	R	From:	77-1133					NA			NA		1999	
				To:	77-1133											
(1135)	0.28	80	R	From:	77-647					NA			NA		1999	
				To:	77-744											
(1136)	0.20	40	R	From:	77-744					NA			NA		1999	
				To:	Dead End											
(1137)	0.11	48	R	From:	Dead End					NA			NA		1999	
				To:	77-1131											
(1138)	0.14	NA		From:	Cul-de-Sac					NA			NA			
				To:	77-807											
(1139)	0.07	20	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	77-1133											
(1140)	0.11	80	R	From:	77-636					NA			NA		1986	
				To:	Dead End											
(1141)	0.12	90	R	From:	77-636					NA			NA		1999	
				To:	77-1142											
(1142)	0.04	10	R	From:	Dead End					NA			NA		1999	
				To:	77-1143					NA			NA		1999	
(1142)	0.07	40	R	To: From:	77-1141											
				To:	77-1141											
(1143)	0.11	70	R	From:	77-636					NA			NA		1999	
				To:	77-1142											
(1144)	0.30	30	R	From:	BEGIN LOOP					NA			NA		1993	
				To:	END LOOP											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1144)	0.03	30	R	From:	END LOOP					NA			NA			1993
				To:	NCL Pulaski											
(1145)	0.55	20	R	From:	77-636					NA			NA			1986
				To:	77-636											
(1146)	0.37	NA		From:	Cul-de-Sac/					NA			NA			
				To:	77-01145(B)/											
(1147)	0.10	30	R	From:	77-1131					NA			NA			1999
				To:	Dead End											
(1200)	0.57	130	R	From:	SR 114					NA			NA			1993
				To:	Dead End											
(1201)	0.07	70	R	From:	77-1203					NA			NA			1986
				To:	77-1202											
(1201)	0.03	200	R	From:						NA			NA			1986
				To:	US 11											
(1202)	0.11	120	R	From:	Dead End					NA			NA			1986
				To:	77-1201											
(1203)	0.06	40	R	From:	Dead End					NA			NA			1986
				To:	77-1201											
(1204)	0.17	90	R	From:	77-621					NA			NA			1986
				To:	77-679											
(1205)	0.09	20	R	From:	Dead End					NA			NA			1986
				To:	77-1210											
(1205)	0.06	310	R	From:						NA			NA			1986
				To:	77-1207											
(1205)	0.35	360	R	From:						NA			NA			1986
				To:	77-600											
(1206)	0.05	80	R	From:	77-600					NA			NA			1986
				To:	77-754											
(1206)	0.07	100	R	From:						NA			NA			1986
				To:	77-765											
(1207)	0.11	50	R	From:	77-1205					NA			NA			1986
				To:	Dead End											
(1208)	0.17	180	R	From:	US 11					NA			NA			1986
				To:	Dead End											
(1209)	0.09	240	R	From:	SR 114					NA			NA			1986
				To:	77-1230											
(1209)	0.06	180	R	From:						NA			NA			1986
				To:	Cul-de-Sac											
(1210)	0.09	30	R	From:	Dead End					NA			NA			1986
				To:	77-1211											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
1210	0.06	260	R	From:	77-1211					NA			NA			1986
				To:	77-1205											
1211	0.06	30	R	From:	77-1210					NA			NA			1986
				To:	Cul-de-Sac											
1212	0.17	50	R	From:	Dead End					NA			NA			1986
				To:	US 11											
1213	0.06	40	R	From:	Dead End					NA			NA			1989
				To:	77-624											
1214	0.20	NA		From:	SR 114					NA			NA			
				To:	Dead End											
1215	0.23	40	R	From:	77-600					NA			NA			1986
				To:	Cul-de-Sac											
1218	0.63	NA		From:	77-679					NA			NA			
				To:	Cul-de-Sac											
1220	0.30	110	R	From:	77-600					NA			NA			1986
				To:	Cul-de-Sac											
1225	0.30	190	R	From:	77-623					NA			NA			1993
				To:	77-1226											
1226	0.11	40	R	From:	Dead End					NA			NA			1993
				To:	77-1227											
1226	0.21	130	R	From:	77-1227					NA			NA			1993
				To:	77-1228											
1226	0.10	180	R	From:	77-1228					NA			NA			1993
				To:	77-1225											
1226	0.15	20	R	From:	77-1225					NA			NA			1993
				To:	Cul-de-Sac											
1227	0.09	40	R	From:	Cul-de-Sac					NA			NA			1993
				To:	77-1226											
1228	0.37	50	R	From:	77-1226					NA			NA			1993
				To:	Cul-de-Sac											
1230	0.11	40	R	From:	Dead End					NA			NA			1986
				To:	77-1209											
1230	0.06	80	R	From:	77-1209					NA			NA			1986
				To:	77-1231											
1231	0.23	70	R	From:	Cul-de-Sac					NA			NA			1986
				To:	77-1230											
1240	0.26	60	R	From:	Cul-de-Sac					NA			NA			1999
				To:	77-1241											
1240	0.16	170	R	From:	77-1241					NA			NA			1999
				To:	77-671											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1241)	0.20	80	R	From:	Cul-de-Sac					NA			NA			1999
				To:	77-1240											
(1301)	0.07	250	R	From:	77-654					NA			NA			1999
				To:	77-1303											
(1301)	0.07	180	R	From:						NA			NA			1999
				To:	77-1302											
(1301)	0.07	90	R	From:						NA			NA			1999
				To:	77-1304											
(1302)	0.12	70	R	From:	Cul-de-Sac					NA			NA			1999
				To:	77-1301											
(1302)	0.10	30	R	From:						NA			NA			1999
				To:	77-1303											
(1303)	0.11	20	R	From:	Dead End					NA			NA			1999
				To:	77-1301											
(1303)	0.17	100	R	From:						NA			NA			1999
				To:	77-1302											
(1303)	0.07	50	R	From:						NA			NA			1999
				To:	77-1304											
(1303)	0.19	20	R	From:						NA			NA			1999
				To:	Dead End											
(1304)	0.14	40	R	From:	Dead End					NA			NA			1999
				To:	77-1301											
(1304)	0.10	20	R	From:						NA			NA			1999
				To:	77-1303											
(1310)	0.54	60	R	From:	Cul-de-Sac					NA			NA			1999
				To:	77-626											
(1401)	0.25	40	R	From:	77-663					NA			NA			1999
				To:	Cul-de-Sac											
(1402)	0.23	60	R	From:	Dead End					NA			NA			1999
				To:	77-1403 WEST											
(1402)	0.12	70	R	From:						NA			NA			1999
				To:	77-1403 EAST											
(1402)	0.03	130	R	From:						NA			NA			1999
				To:	77-663											
(1403)	0.35	50	R	From:	77-1402					NA			NA			1999
				To:	77-1402											
(9342)	0.85	3500	R	From:	77-643					NA			NA			1991
				To:	Pulaski High School											
Town of Dublin																
(9346)	0.05	170	R	From:	77-1004					NA			NA			1986
				To:	77-1001											
(9346)	0.09	160	R	From:						NA			NA			1986
				To:	77-746											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
9347	0.05	250	R	From:	FR-47						NA			NA		1991
				To:	Draper Elem School											
9517	0.09	150	R	From:	77-693						NA			NA		1986
				To:	77-693											
9518	0.07	120	R	From:	77-693						NA			NA		1991
				To:	Snowville Elem School											
9519	0.12	210	R	From:	77-611						NA			NA		1991
				To:	Newbern Elem School											
Town of Dublin																
9520	0.24	710	R	From:	77-746						NA			NA		1991
				To:	Dublin High School											
9927	0.26	1200	R	From:	Dublin Mid School						NA			NA		1991
				To:	77-632											
Pulaski County																
712 98	0.05	20	R	From:	Pulaski County Line						NA			NA		10/30/2003
				To:	Dead End											
Town of Pulaski																
4600 125	Dora Hwy	0.22	2200	G	99%	0%	0%	0%	0%	C	0.088	F	0.507	2300	G	2003
					To:	Pierce Ave										
4600 125	Dora Hwy	0.96	1100	G	99%	0%	0%	0%	0%	F	0.089	F	0.507	1200	G	2003
					To:	Springer Ave										
4600 125	Dora Hwy	1.12	1200	G	98%	0%	1%	0%	0%	C	0.089	F	0.530	1300	G	2003
					To:	SR 99										
4601 125	Valley Rd	0.55	NA	From:	77-650 JB-125 SCL Pulaski						NA			NA		
				To:	Pulaski Street											
4601 125	Valley Rd	0.33	1100	G	99%	0%	0%	0%	0%	C	0.098	F	0.571	1200	G	2003
					To:	Commerce St										
4601 125	Valley Rd	0.13	NA	From:	125-4602; Commerce St						NA			NA		
				To:	SR 99 Randolph St											
4602 125	Case Knife Rd	0.58	640	G	98%	0%	1%	0%	1%	F	0.104	F	0.536	690	G	2003
					To:	Howard St										
4602 125	Howard St	0.21	900	G	98%	0%	1%	0%	1%	F	0.092	F	0.622	970	G	2003
					To:	Commerce St										
4602 125	Commerce St	0.69	2600	G	98%	0%	1%	0%	1%	F	0.087	F	0.547	2800	G	2003
					To:	Valley Rd										
4602 125	Commerce St	0.27	2400	G	98%	0%	1%	0%	1%	C	0.084	F	0.570	2600	G	2003
					To:	US 11 Washington Ave										
4603 125	Altoona St	0.32	1300	G	98%	1%	0%	0%	0%	C	0.088	F	0.55	1400	G	2003
					To:	NCL Pulaski										
4604 125	MT. Olivet Rd	0.28	1100	G	98%	0%	1%	1%	0%	F	0.104	F	0.602	1200	G	2003
					To:	Magazine St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pulaski																
<div>4604125</div> Magazine St	0.13	1300	G	From	Mt. Olivet Rd				F	0.102	F	0.626	1400	G	2003	
				To	Main St											
<div>4604125</div> Main St	0.08	1400	G	From	Magazine St				C	0.093	F	0.591	1500	G	2003	
				To	Altoona Rd											
<div>4604125</div> Main St	0.15	2900	G	From	1% 1% 0% 0%				F	0.087	F	0.582	3100	G	2003	
				To	SR 99 Randolph Ave											
<div>4607125</div> Alum Spring Rd	0.57	2000	G	From	Lee Highway US 11				C	0.104	F	0.602	2200	G	2003	
				To	NCL Pulaski											
<div>4608125</div> Peppers Ferry Rd	1.10	2500	G	From	US 11 Lee Hwy				F	0.098	F	0.545	2700	G	2003	
				To	Memorial Dr											
<div>4608125</div> Peppers Ferry Rd	0.37	670	G	From	1% 0% 0% 0%				C	0.105	F	0.578	720	G	2003	
				To	Beth Scott Dr Old ECL											
<div>4608125</div> Peppers Ferry Rd	1.22	650	G	From	1% 0% 0% 0%				F	0.118	F	0.534	710	G	2003	
				To	US 11 Lee Hwy											
<div>4609125</div> Memorial Dr	1.21	8000	G	From	Bob White Blvd				C	0.091	F	0.533	8700	G	2003	
				To	US11 Main St											
<div>4611125</div> Bob White Blvd	0.39	8700	G	From	Main St				C	0.097	F	0.586	9400	G	2003	
				To	Memorial Dr											
<div>4611125</div> Bob White Blvd	0.36	6600	G	From	1% 0% 1% 0%				F	0.102	F	0.52	7200	G	2003	
				To	Peakland Rd											
<div>4611125</div> Bob White Blvd	1.33	6000	G	From	1% 0% 1% 0%				F	0.107	F	0.626	6500	G	2003	
				To	NCL Pulaski											
5th Street		3600	G	From	Washington Ave					0.086	F		3900	G	2003	
				To	Randolph Ave											
Duncan Avenue		3500	F	From	1st St				C	0.092	F	0.509	3500	F	2003	
				To	SR 99 Main St											
Grove Ave		NA		From	Newbern Rd					NA			NA			
				To	English Forest Rd											
Hopkins Dr		170	G	From	Grove Dr					0.106	F		190	G	2003	
				To	Peppers Ferry Rd											
MacGill St		660	G	From	Hill St					0.119	F		710	G	2003	
				To	Dillon St											
Mashburn Ave		NA		From	Peppers Ferry Road					NA			NA			
				To	Newbern Road											